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SPORTING TALK OF INTEREST.

VICTORY FOR GANS TO-DAY PRE-DICTED BY RING EXPERTS.

No Betting on the Nevada Fight for the Lightweight Championship-What Gans and Herman Have Done-Another Bluff Offer for Jeffries to Fight Five Men

While a great deal of interest prevails among local sporting men in the finish fight for the lightweight championship between Joe Gans of Baltimore and Kid Herman of Chicago to be decided at Tonopah, Nev. to-day there is no betting to speak of. At various Broadway resorts where ring contests are usually discussed there was practically a unanimous opinion yesterday that Gans would win and that it was only a question of how long Herman would be able to stay on his feet. Many ring experts declared that Gans could end the fight whenever decided to cut loose, for the reason that Her-man's best defensive tactics would not prove sufficient merit to withstand the storm of blows that the colored champion might rain upon him. In fact, in the opinion of these atudents of fistians, Gans, supposedly in splendid shape and possessing all of his strength at the weight, will beat the Chicago boy down and out as soon as he succeeds in

taking his measure. Some experts said yesterday that the mill would not last more than ten rounds, while others predicted that Gans would win inside of fifteen with a knockout. These predictions were made on the supposition that the fight will be on the square, for in the event of a victory by Herman there is almost sure to be a cry of "Fake!" Gans, however, has made it very plain that there will be no funny business and that he will get the money. Gam aid yesterday that he was confident of winning decisively and that in such a case he would retire from the ring unless he could make another match with Battling Nelson. He declared that it would not surprise him if he disposed of Herman in about fifteen rounds but that he would land the Chicago lightweight anyway, if it took fifty rounds. Gans bases this prediction on his ability to outbox and outgeneral Herman, together with the fact that he is fit and ready and will make the weight (133 pounds ringside) withou trouble. Herman is filled with confidence, however, and says that he will give a better account of himself than in any previous encounter. He admits that Gans is the greatest fighter he has ever met but states that in his belief condition will win the day for him. Herman will scale under the lightweight limit but says he will be stronger physically an ever before. The Chicago boy's relative re on the ground with a bunch of money, said to be \$15,000, which will be wagered on him at 3 to 1, the prevailing odds at Tonopah. Herman has planned to fight Gans from the start, instead of keeping away—a policy that may make it easy for the Baltimore fighter uniess he is outpunched and should receive some damaging blows in the mixupe. Gans has a remarkable ring record. He

has taken part in 146 battles, of which nine were draws and five defeats. In forty-seven of his victories knockouts were scored. Many of his bouts were no decision affairs. The Baltimore man has literally fought his way to the top. He has been before the public for nearly twelve years and has defeated such good men as Spike Sullivan, Dal Hawkins, Spider Kelly, Martin Flaherty, by Dobbs, Joe Handler, Frank Erne, Kie McPartland, Tom Tracy, Willie Fitzgerald, George McFadden, Jack Blackburn, Jimmy Britt, Mike (Twin) Sullivan and Battling ... He won on a foul from Britt in five rounds and was knowked out by Terry McGovern in two rounds, both of these fights being

Herman, who is nine years younger than Gans, has been fighting about six years. In that time he has engaged in seventy-nine battles, eight defeats, with knockouts in lot of boys. His best performances were a draws with Abe Attell and Aurelia Herrers. each in twenty rounds, and a signal victory over!Benny Yanger in ten. James Coffroth of San Francisco, who has assumed the management of Jimmy Britt, will be at the ringside to-day to challenge the winner. In would be conducted at a financial loss. It was stated that up to noon not more than \$5,000 worth of tickets had been sold in advance but that there would probably be a large crowd on hand when the fight begins. The arena is said to have cost \$40,000 and the men will fight for a \$20,000 purse, the loss on the affair being roughly estimated at \$30,000. said, and will go on even should a blizzard sweep over the town. Jack Welch of San Francisco will referee. Champion Jeffries, who declined this job, will be a spectator.

run at a loss, the promoters of it are quoted as saying that they will hang up \$50,000 for Jeffries to meet five men-Squires, Burns, O'Brien, Kaufmann and Schech-on successive days, the boilermaker to receive \$10,000 for each appearance. As Jeffries has already agreed to fight Squires at Rhyolite for \$80,000, the Tonopah people are probably bluffing—a popular pastime in Nevada just

Burlew and O'Neill are keeping up the good work at the New Orleans tracks with their powerful stable. Not including yesterday's races, they had won \$16,460 in stakes and purses, heading the list of successful owners. Ed. Corrigan stands second with \$3,633, A. C. McCafferty is third with \$3,420, followed by C. E. Rowe, C. R. Ellison, Fred Cook, E. S. Gardner, T. D. Sullivan, S. W. Street and others. Jockey Garner has a good lead others. Jockey Garner has a good lead over the other boys for riding horses. He has ridden thirty-seven winners, twenty seconds and thirteen thirds, not including races run yesterday, with James Hennessy second, handling twenty-five winners, nineteen seconds and seventeen thirds. Nicol is third with sighteen winners, fifteen seconds and sleven thirds. Then come Mountain, A. Martin, D. Austin, Aubuchon and others. Garner, Hennessy, Nicol and Mountain so far have been in a class by \$themselves. \$Garner siwork has been the most consistent. He has shown steady improvement and bids fair to come East in the spring with a fine reputation. AtLos Angeles the most successful riders are Harris, Koerner, Booker, Preston, Keogh, Finn, Fischer, Carroll and McDaniel. Walter Miller has the other jockeys at Oakland beaten a block. His chief rivals are McBride, Horner, L. Williams and Knapp.

The first two-year-old races of the year will be run at the winter tracks to-day. In spite of the fact that this practice has been roundly of these youngsters are too anxious to go after the money to heed advice. According to the rules of the turf, yearlings become two-year-olds on New Year's Day and are eligible for all events for horses of their age at once. Many of the big owners have always refrained from racing their young colts and fillies until the season is far advanced, while several of them have not sent the youngsters to the post until midsummer. But the turfmen who care nothing for the welfare of their horses have always taken advantage of the earliest after the coin. The result of this method has been the ruin of many promising young horses before they have reached the proper stage.

A notable instance was the colt Oaklawn,
who was sold by Willie Shields to August
Belmont two years ago for \$20,000. Oaklawn, a really high class colt, was raced as a two-year-old at the winter tracks, and when Mr. Belmont bought him at Saratoga that season he was practically all in. The colt has been never amounted to anything.

week when the National Commission will hold its annual meeting in Cincinnati. Garry Herrmann, who opposed the reelection of H. C. Pulliam to the presidency of the National League because of the latter's anti-rowdy ball policy, is slated for a reelection to the chairmanship of the commission on the votes of Pulliam and B. B. Johnson of the American League. The commission will decide

numerous cases in dispute between the big-leagues and the minors, after which the schedule committees of the National and the American will hold their first session to map out the playing campaign which will be for-mally sanctioned at the annual conclave of the magnates in this city during February There is very little friction among the base ball magnates just now, for which the are extremely thankful. The politics of the game never created much public interes except in time of war.

FINE FEATHERS AT GARDEN. Pigeons, Poultry and Pheasants Arriv

for To-day's Opening. Amateur fanciers and gentlemen farmers will be rivels with men who run incubators for profit at the eighteenth annual show of the New York Poultry, Pigeon and Pet Stock Association to-day in Madison Square Garden. The show, which will in-clude that of the Atlantic Cat Club, will keep open until Saturday night. The annua shows have been held always in the presen or the old Madison Square Garden, except one or two in the building interval at the American Institute rink, and they have gained an established place in the winter's round of entertainments.

Poultry, pigeons, geese, ducks, rabbits and cavies, each packed in ventilated crates or boxes, were arriving by express last night from all parts of the country. The pigeons came in crates that resembled the tiers of letter boxes at a post office. Each bird had 100 pigeons. The poultry was mostly in big boxes covered with thin cloth, from four to eight cocks, hens, cockerels or prices being bunched together. They were separated into single coops or divided into yards, a yard consisting of a cock and four heas, immediately on the unloading from the ex-press vans. The canaries and song birds exhibited by the New York Ornithological Society were brought in by hand and arranged in tasteful cages in the restaurant anney, as the exhibitors are mainly residents

ranged in tasteful cages in the restaurant annex, as the exhibitors are mainly residents of Greater New York.

Baltimore, Philadelphia and Washington sent representatives of fancy pigeons, while the heaviest poultry exhibits from a distance were from Canada, New England, New Jersey and New York. The Canadians sent many rare varieties of bantams. The Havemeyers also sent fine bantams and pigeons from their farm at Mahwah. Thawing weather is most favorable for the shipment of fancy poultry, for there is no danger of the combs being nipped by frost. The exhibitors were at work last night giving the final handling to their birds. At the opening this morning there will be thousands of feathered aristocrats on view in the finest possible plumage.

There will be display cages of imported and domestic pheasants and rare waterfowl on the main floor, display groups of pigeons and poultry, poultry houses and incubators and the regular classes for poultry. The thousands of pigeons will be in the Twenty-sixth street gallery and the bantams, turkeys, geese and pet stock, the rabbits and cavies. The cat show will be in the Concert hall tomorrow. Thursday and Friday. The clubs devoted to various breeds will hold their annual meetings during the show. Those scheduled for to-day are of the American White Wyandotte Club and the American

TRAP SHOOTING.

Close Work in Weekly Competitions Wykasyl Country Club.

Close and exciting work at the traps pre given by the Wykagyl Country Club of New Rochelle yesterday. For event No. 2 Howard. Henderson and Brennan quit even, with totals of 24, the first named being the short handicap man with 1 target, but in the shoot-off Brennan made a full tally and secured for the next race, and after a tie with Cal-Sharp work was seen again for trophy No. a between Ogden and Henderson, their respective handicaps being 6 and 3. Two shootoffs were necessary before Ogden was found to be the winner. The last two events were scratch races, and Fred Howard won one with a total of 23, which was considered very fine markmanship.

fine markmanship.

Event No. 1—25 targets, handleap—Ogden, 7—24:
Calhoun, 3—22: Brennan, 5—22: Scoble, 4—22: Howard, 1—22: Peham, scratch, 21: Henderson, 3—19:
Bayler, 6—16: Sater, 7—15: Pini, 5—12.

Event No. 2—25 targets, handleap—Brennan, 5—24: Henderson, 3—24: Howard, 1—24: Calhoun, 3—22: Peham, scratch, 21: Bayler, 6—30: Ogden, 6—30: Scoble, 4—18: Suter, 7—17: Pini, 5—17: Laskey, scratch, 16.

Shootoff—Same conditions—Brennan, 25: Henderson, 23: Howard, 22.

INDIANS CRACK ATHLETES.

With the close of the year the official track and field record of Carlisle Indian School has been given out, showing that the Indian ranks high in the record list. The figures achieved bear comparison with any other scholastic institution of the same academic classification as Carlisle. One of the most remarkable athletes of the list is Mount Pleasant, who ties with two others in holding the record for the 100 yards, while he is holder of the 220 yard mark and the broad jump as well. The record for the pole vault is as well. The record for the pole wauk is to the credit of Jude, who played professionally this last season, but it is to be presumed that he made his mark before he crossed the line dividing the amateur from the professional. Following is the official list:

100 Yard Run—10 seconds, by Mount Pleasant,
Caswell and Beaver.

220 Yard Run—23 -5 seconds, by Mount Pleasant,
440 Yard Run—30 seconds, by Mount Pleasant,
880 Yard Run—3 minutes a seconds, by Two
Hearts.

dine.
Running Broad Jump-28 feet 9 inches, by Mount Pleasant.

16 Pound Shot—40 feet, by Thomas.

16 Pound Hammer—127 feet, by Billy.

Pole Vault—10 feet 9 inches, by Jude.

Throwing the discus—116 feet 4 inch

Please.

N. Y. A. C. ELECTION FIGHT.

A faint glimmer of unpleasantness has made its appearance in the election campaign of the New York A. C. over the nomination of Ff. K. S. Williams for vice-president. He is the regular nomines and when the Stow opposition ticket was posted it had Williams's name for the same position as he occupied on the regular ticket. Now it appears that Williams never consented to the use of his name on the Stow ticket and he wants every.

one to know it.

The members who visited the clubhouse yesterday and who of course scanned the bulletin board saw a letter from Williams to Secretary Burnham posted beside the opposition ticket. It informed Mr. Burnham that Mr. Williams did not authorize his name on the Stow ticket and a heavy peneli mark was ploughed across the vice-presidentship and the Williams name opposite it. Above this scratch was the word "unauthorized."

The annual meeting of the New York Canoe Club was held recently at the Hotel Astor and these officers were elected: President, E. A. Bennett; commodore, B. V. R. Speidel; captain, William Yelland, Jr.; purser, Harry McCaughney; secretary, J. H. Shroyer; trustees, L. S. Tiemann and A. M. Poole; auditing committee, W. F. Clayton and George Walsh. The reports of the officers showed that the club had had a very prosperous season. The commodore appointed H. S. McKeag and A. M. Poole a committee to have charge of the canoe racing in the club and they have called a meeting of the members interested at the clubhouse on Saturday, January 12, to arrange plans for the coming season. Five of the members have agreed to order sailing dingies of the same model as the two already in the club. This class will make some good racing. The annual meeting of the New York Canoe

RACING DRIVER JOE TRACY IN A NEW ROLE.

First to Take Advantage of Removal of Tax From Denatured Alcohol in Test Trip to Philadelphia Horsemen Advecate the Catakill Auto Highway.

Joe Tracy, noted as a driver of racing cars on road and track, made dis debut last night in a new rôle. He started at the stroke of midnight from the headquarters of the New York Motor Club at Eighth avenue and Pifty-eighth street for Philadelphia in a 28-30 horsepower Dragon car, the engine of which used denatured alcohol as fuel, to-day being the first day that the internal revenue tax will be removed from denatured alco through an act of Congress passed last year Tracy's trip is made for the purpose of gathering exact data concerning the amount of denatured alcohol required, and to provide for motor fuel as compared with gasolene. Tracy was accompanied by Alfred Poole, who his acted as his mechanic in all of Tracy's

road racing for the last fee years. New York horsemen are beginning to take an interest in the project to construct an exclusive automobile highway along the top of the new Catskill Aqueduct. Dr. the top of the new Catakill Aqueduct. Dr. H. D. Gill, president of the Road Drivers' Association, is in favor of the plan and at the meeting of his organization on Jahuary 8 will bring the project before that body and try to secure its support. In speaking of it Dr. Gill said: "The project to give automobilists a hist branch line of the mobilists a highway along the line of the Aqueduct is a very good one from the horseman's point of view, and I feel sure that the majority of horsemen will indorse the idea. As I understand the plan, the highway would be exclusively for automobilists who could drive on it at a normal rate of speed for the automobile. There is no doubt that if such a road existed it would reduce the temptation to speed on ordinary highways where there are horses. At the same time it would reduce the congestion on other roads. There is no reason why there should be racing on such a highway, because it would be very easy for the officers to check excessive speedng or to use a system of blooks.

"There is no question at all that such a road would be of benefit to horsemen. The chief trouble for drivers now is that on the ordinary roads automobiles dart and turn in and out among the horses. An automobile ean stop much more quickly than a horse, and this makes it difficult, and even danrerous, for the driver. But I own an automobile also, and for me, as an automobilist, such a road would be desirable, as then I could run my machine at its normal speed without being in fear that I would worry orsemen, with whom, naturally, I am

Andrew Crawford, who is slated for the residency of the Road Drivers' Association at the next election, said: "Let the automo bilists use the Catskill aqueduct as a highway by all means, and then the speeding laws can be better observed on the ordinary public roads. I suppose it is not in human nature or a man who owns a forty mile machine to plod along at ten miles an hour. Probably but a small percentage of the automobilists are reckless, but these are sufficient to make the horseman dread a 'honk, honk' behind him these days. On the other hand, the automobile is among us in great numbers and its users must be considered. For this purpose the proposed Catskill squeduct road seems to be an excellent plan. Drivers should welcome the idea in their own inter-

For discovering attributes of motor vehicles never previously suspected by others it would seem that Englishmen hold the it would seem that Englishmen hold the palm, the latest of many sins to be attributed to the automobile being the apreading of glanders among the horses of Great Britain, the rapid increase of motoring being held accountable. This somewhat far fetched accusation was brought at a meeting of the Central Associated Chambers of Commerce at London, when a member of the cattle diseases committee said that glanders was formerly almost entirely confined to London, but that since horse traffic in the metropolis had been largely and increasingly replaced by motor omnibuses and motor cars the diseas had been scattered through the country by the saie there of London's a bandoned horses. This, of course, must be the reason

therefor, explained the Englishman, as the disease is correspondingly decreasing in London.

At the recent convention of good roads advocates in Muskogee, Indian Territory, the election of officers resulted as follows: National Association—W. H. Moore, Missouri, president: A. G. Jackson, Maine, vice-president: H. M. Treat, Illinois, secretary; E. C. Conway, Illinois, treasurer. Executive Board—John Parsons, Illinois; C. N. Haakell, Oklahoma; Frank E. Buli, Wisconsin, M. T. Herrick, Ohio, and Samuel Davis, New York Sidney Suggs of Ardmore, I. T., was elected first vice-president of the Indian Territory and Oklahoma Good Roads Association.

Officials of the Pennaylvania Motor Federation intend to have several measures introduced in the next session of the State Legislature by which the obnoxious parts of the present automobile law will be amended or eliminated. The amendments will be looked after by a committee of automobilists, and as they are approved by State Highway Commissioner Hunter, who is expected to include several of them in his annual report and to recommend their passage by the State Legislature when it assembles, there is great hope that the measures will be passed. Mr. Hunter believes in common with the automobilists that the time is now favorable for the passage of certain amendments. The officials of the Federation do not expect any opposition to their plans. They have not only secured the active cooperation of Commissioner Hunter but expect further assistance from Gov. Edwin S. Stuart, who has always been friendly to automobilists.

The changes hoped for include more elastic apped regulations, especially in the country districts where it has been asserted the present law is enforced with unnecessary strictness. Those advocating the amendments wish the motorists to have greater license regarding speed, but want dangers from this acquerity penalties for offences. They also desire to have a provision put into the law by which the Pennsylvania authorities will be permitted to grant a sort of recipro

from which he comes extends the same privilegs to Ponnsylvanias.

An official of one of the oldest automobile
manufacturing concerns in this country recently said that his firm had made the various
changes in the models produced at their factory for the following reasons: "We have
been guided by what might be called a preponderance of practical automobiling opinion.
In providing humanity with motor cars the
manufacturer has simply got to be guided by
what people want, but to keep in the right
limits the maker must be very careful, for
there are always those who are ready to follow a leader who carries a fad or fashion to
the utmost limit; but the extramists have
never made any deep or lasting impression
upon the trade or industry."

Though many automobile owners are disposed to sooff at the checking systems used
in many of the large garages in this city and
question the utility of them, there are occasions when the records thus kept of the goings
and comings of a car are extremely valuable. Thus it is related of one of the largest establishments in New York that a cuatomer was recently apprehended with his
chauffeur for being concerned in a fatal
accident. The police, having in their possession only the last three figures in the license
number of the much wanted car, made a
tour of the city garages unt! they came
upon a machine which satisfied the requirements in at least that particular. By means
of the regular check list of the establishment, however, it was proved conclusively
that the machine came in at 5 o'clock on the
day of the accident and had not gone out
until the following morning, whereas the
accident occurred at 8 o'clock in the evening.

Cincinnati is to have an automobile show

ACCIDENTS AT NEW ORLEANS. CURB ON FREAK YACHT CRAZE Three Jockeys Pall, but Smith is the Only

One Injured NEW ORLEANS, Dec. 31.—The racing at the Fair Grounds this afternoon was full of accidents, in which Jockey Smith suffered the most. The accidents came in the second, race at five furlongs for two-year-olds. Sir Mincemeat while at the post, threw his rider, walkers and the second of Walker, and ran away a quarter of a mile at top speed: The animal was caught and

remounted.

Sir Mincemeat outbroke his field at the start and raced away with a safe lead. Expect To See, who was coupled with Miss Bertha as the Milam entry, was running in a prominent position when the field neared the three furlong pole. Expect To See stepped into a hole about that point and went down. The Scout and Harry Gardiner, who were racing behind him, tumbled over the fallen horse

When the riders were picked up and carried into the jockey room it was found that Smith had a broken collarbone and a crushed rib.

had a broken collarbone and a crushed rib.
Jockeys Moone and D. Austin were severely
shaken up, but hone the worse off when the
day's sport came to a close.

In the closing event the stewards ordered
Jockey Mountain, who was scheduled to ride
Abe Meyer, the favorite, taken off and
Garner substituted. The move was made at
blouttain's request, as the boy was hit by a
clod of mud in the opening event, which
broke a small blood vessel in his eye.

One of the biggest killings of the meeting
came off when Dromio, backed from 40 to i
down to 10 to 1, won the fifth race by a nose
from the favorite, Harmakis. Missouri Lad
and Garner had an easy time in the mile purse
race. The colt simply galloped throughout
and was never extended. Helen Lucas, with
15 to 1 about her, won the six and one-half
furlong selting race by a head from John
Kaufman, the well played favorite. Pinsticker, another outsider, won the opening
event by half a length from Foxhall.

First Race—Five and a half furlongs—Pinsticker,
105 (Bille) is to 1, won: Foxhall 110 (Douast).

event by half a length from Foxhall.

First Race—Five and a half furiongs—Pinsticker, 108 (Bilac), 15 to 1, won: Foxhall, 120 (Douasty, 5 to 1, second; Chierian, 106 (Bones), 15 to 1, third. Time, 1:20. Fancy Dress, John Peters, Coeur de Lion, Tyrolian, My Dulcie, Come on Sam, Penriyn, Tichimingo, Luzarion and Favorita also ran.

Second Race—Six and a half furiongs—Heien Lucas, 97 (Trueman), 20 to 1, won: John Raufman, 103 (Johannesen), 11 to 5, second: Pompadour, 108 (A. Martin), 7 to 10, third. Time, 1:24 5-5. Baneful, Gold Duke, Canaon Ball, Villa, Kohimoer, J. F. Mayberry, Earl of Lelesster, Malaic, Adbell and Optional also ran.

Third Race—Five furiongs—Sir Mincemeat, 27 (Walker), 3 to 1, won; Brittanby, 100 (Mountain), 5 to 1, second: Odd Trick, 37 (J. Hennessy), 6 to 1, third. Time, 1:03. Nedra, Miss Bertha and Dick Shanley also ran, Expect to See, The Scout and Harry Gerdiper fell.

Fourth Race—One mile—Missouri Lad, 307 (Garner), 2 to 5, won; Harry Scott, 107 (A. Martin), 5 to 1, second; Poliy Prim, 80 (Lloyd), 7 to 1, third. Time, 1:33 2-5. Sonata, Sybilla, Grevills and That's What also ran.

Fifth Race—One mile and 70 yards—Dromic, 105

Time, 1383-9.

What also ran.

Fifth Race—One mile and 70 yards—Dromio, 105
(Bilac), 10 to 1, won; Harmakis, 102 (Mountain), 3
to 5, second; Terri's Rod, 102 (Rice), 5 to 1, third.

Time, 1:48 1-8. Hickory Corners, Bernie, Cramer,
Claremount, Huntington and Footlights Favorite Claremount, number of the last and a sixteenth—Abe Sixth Race—One mile and a sixteenth—Abe Meyer, 104 (Garner), 6 to 5, won; Fénsoluca, 197 (A. Marsin), 6 to 1, second; Bitter Brown, 94 (Goldstein), 20 to 1, third. Time, 1:51. Benevolent, Bitter Hand, Silverskin and Foreigner also ran.

New Orleans Entries for To-day.

Veribest Miss Ferris. Spider Web. Pierrot. Merrick...... Second Race Toboggan..... Monet..... p: five furlongs: udge Post 115 Pompadour.... 112 Kemp Ridgely. 104 Elfall. 12 Sir Toddington.

COLLEGE SPORTING GOSSIP

of the Georgetown varsity crew is eligible for the coming season and the caremen will get down to work right after the holidays. Work on the machines will begin as soon as the candidates return from their vacations.
The new gym provides much better training arrangements than the old quarters. An effort will be made to send the eight to the

A baseball game may be played in Champaign between the University of Illinois and Pennsylvania teams next spring. The Illini folks will give the Quakers a game if the latter go West. Williams is booked to meet Illini next spring. Last year Illini added to its eastern collection, which includes Yale, Princeton and Pennsylvania, the scalp of Amherst.

Old Grad in the Boston Herald tells of a case that came under his notice of a man who

Amherst.

Old Grad in the Boston Herold tells of a case that came under his notice of a man who bet Yale would score twice in the first half of the recent football game with Harvard and refused to pay up on the ground that Yale made a touchdown and then added a point by kicking the goal. "My own opinion is that Yale acored once," says Old Grad. He is quite right. Yale scored once and only once in the broad sense of the term. To contend that a team scores twice when it converts a touchdown into a goal is the veriest quibbling. This is the season of the year when the lid is yanked off the Pandora's box of irresponsible rumor concerning college athletic relations and intentions. Fortunately, however, hope still remains behind. The New Haven Register makes pertinent comment on the subject as follows: "Like the pugilists, the football lovers and promoters have most to fear from press misrepresentation. Untrue and malicious statements in newspapers which knew better when they made them have caused such a dread of a big gridiron battle between the East and the West on the part of the faculities of any university which might be involved that the outlook is not bright for Yale. Harvard or Princeton meeting a Western opponent. Yale will be fortunate in case Harvard fails her as an annual opponent not to have her faculty declarathat the match with Princeton is the only genuinely big football contest which it is desirable to schedule."

LEXINGTON, Dec. 31.—John E. Madden has reserved for the stud at Hamburg Place all the fillies in his stable by imp. Sandringham, brother to the English Derby winners Persimmons and Diamond Jubilee.

winners Persimmons and Diamond Jubilee.

He is of the opinion that daughters of that richly bred English horse will be much prized as stud matrons in a few years.

Old Honesty and Dainty Dame, the two-year-old cracks of Lee Darnaby's stable in 1906, will be taken up by that trainer next week and their preparation will be begun for the coming season's campaign. The soit and the filly have been running out since their return from the East to Kentucky last fall. Both now are in perfect health.

Charles Rowe has booked his great race mare Colonial Girl for next season to Milton Young's English horse imp. Semprenius. He has made this selection because he says he is not sure he has seen recently a better two-year-old than Yankee Consul was in the fall of 1906, and that crack colt was the result of mating a brilliant race mare to imp. Semprenius.

John Rodesan has sone into winter quarters

pronius.

John Rodegap has gone into winter quarters with his stable of horses at the Kentucky Association track and will do no cold weather racing this season. Major T. J. Carson is the only old horse he now has in his stable. The rest of his string are two-year-olds.

Pitcher Ferguson of the New York Nationals is a basketball expert.

With Blaine Durbin and Gladstone Graney signed to pitch for his team next season. Charley Murphy is cornering the statesmen.

There are three rabbits in the big leagues—"Rabbit" Huggins, "Rabbit" Slagle and "Rabbit" Nill. Last season there was a Hare on the University of Pennsylvahla team.

A report from Memphis says Sammy Strang has applied for a Southern League franchise for his native city of Chattanoge. He was told that there hardly would be anything doing for three years or more.

DESIGNERS FAVOR PRESENT MEASUREMENT RULE. Good Type of Bacer Produced Which Is Also Useful for Cruising—Effort and Queen Show That New Craft Are Reliable in a Blow—Expert Opinions.

> The best of the yacht designers are heartly in favor of the present rule of measurement, which they maintain has developed a safe and sane type. The crase for freaks and speed has been curbed by the rule and it is the opinion of all that now that a sound rule has been framed it is best not to meddle Yachting gives the views of designers A. Cary Smith, Clinton H. Crane, Henry J. Glelow and Charles D. Mower on the uniform rule. These four are representative men in their profession. Mr. Smith is the designer of the Elmina and many other good schooners. Mr. Crane has turned out such craft as the Aloha, Ariadne and many small racing craft, Mr. Gielow is the designer of the Effort, the best yacht of the year, and Mr. Mower is one of the best of the small boat designers, his boats being Joy, More Trouble and other fast craft. A Cary Smith writes:

> "Years ago when the writer, one of a com-mittee on the revision of the measurement rule then in vogue, advocated corrected length in place of water line for classification, to the effect that corrected length would produce a canoe shaped vessel with small sail area. When we view the great sail spread of that wonderful triumph of genius and engineering skill, plus unlimited money, the Reliance, it shows that prophets are not triallible. Note that with the state of infallible. Notwithstanding this, the writer will endeavor in a few words to give his ideas about the future of the new measur

> "The effect of the new measurement will be that the great latitude in the choice of elements will ultimately give a good type of vessel for speed, that, with a small sail area, will make a good vessel for cruising in all waters. The feasons for this are not far to seek. One of the evils of the old measurement rule was the great draft allowed, that led to the adoption of the fin keel type with a small midsection made stable by a deep fin loaded with lead. The short radius for the frames near the centre line involved a very weak construction, shown by fre-quent raptures of the frames at this point. The use of the waterline length as a factor led to a very full waterline at bow and stern and consequent scow form forward and aft aside from the evils of this form the pounding in a see was very disagreeable and the buckling of the plates at the bow showed the force of the impact of water at this point. The short keel brought the mast in the weak-est part of the bow and formed a natural hinge about half way between the bobstay and the keel.

> "Every pitch in a sea brought a tremendous strain on the fabric at this point. The universal dissatisfaction with this type of boat (whose racing days over, its only refuge was the scrap heap), led to a desire for a new measurement that would measure the elements of speed and make successful boats a choice of elements rather than a contest of engineering skill, backed by unlimited money. The measurement of the quarter beam for length, one-tenth of the water line beam from the centre line and one-tenth of that beam above the line of flotation gives en overhang forward and aft for practical purposes. The choice of the large displace ment does away, to a certain extent, with the need of light construction. The draft of water allowed is ample, and yet not enough to lead to the adoption of a very short keel and consequently a wild steering boat. In this way the production of a freak is barred. The great sail area allowed is one of the weak

The great sail area allowed is one of the weak points of the measurement.

"The sail area should be curtailed, for the reason that the great weight of ballast that goes with a large displacement generates a power that no canvas can stand. The modern 90 rater will so stretch a suit of sails in one hard race that they are ruined for racing purposes, and the success of a season depends on keeping out of rough weather races, which should be the joy of racing yachtsmen. The loaded centreboard should be barred, as there will grow up a class of freaks that will be as bad as the ones lately legislated out of existence.

"Perhaps a few changes may be made in the measurement, but if the spirit of it is

that will be as bad as the ones lately legislated out of existence.

"Perhaps a few changes may be made in the measurement, but if the apirit of it is carried out there will be a number of years of good racing before the elements of speed are accurately known. In addition there will be good room below for the owner, and when his racing days are over his boat will have a market value. The best racer with a small rig will make the best cruiser, and the writer hopes that the life of new boats may be as long as that of the former challenger Cambria. The last we heard of her she was carrying coal.

Clinton H. Crane wrote of the small boat and the uniform rule, and he began by telling what led to its adoption. He showed how under the old rule yachts used more than their measured water line and since the days of the Gloriana the forward overhang continued to grow until, except for speed alone, the vessels produced were extremely unsatisfactory. The framers of the rule, "writes Mr. Crane, "desired to accomplish two things—that the boats which were to race under the rule should have rather greater displacement than the existing yachts.

"It is stated by some of the friends of the rule that the rule was a speed formula which would give a fair basis of comparison for boats of all shapes. This has been shown to be absolutely without foundation in fact. Every boat which has been built to race under the uniform rule by different designers has practically outcleased the boats built under the old rule and measured under the new rule. From the Q class boats to the Queen the new boats have more boats have much sharper eris and greater displacement has been in the direction of fuller bodied boats, sithough some of the more successful boats in the smaller class have not been extreme in this direction. For instance, the Orestes, undoubtedly the fastest boat in the Q class, has the lightest diplacement and then would have retriened by the workings of the rule. For instance, the Orestes, undoubtedly the fastest boat in the game cost

abouts. Raceabouts would, however, rate between 23 and 25. In the larger classes the workings have all been for the good of the sport.

Mr. Crane points out that, there being no scantling restrictions, boats can be built in a finnsy way, but this will be settled by future legislation.

Menry J. Glelow writes: "We will start upon the season of 1907 with many new boats embodying a refinement of design in yachts built in 1906 under the uniform rule of measurement. Fears expressed late last year of the new rule being so construed as to produce extremities of design in the next season will not be realized. Progress in applying the new rating to the boats which will be launched in the spring will be observed, but safe and sane progress, entirely in accordance with the spirit which actuated those who framed the measurement rules in the spring of 1905, all of which will result in a further test and give us new facts upon which to base our convictions when the season ends. The results I have no doubt will prove a blow to those critics who, far from being of a mind to test the rating thoroughly, have been inclined to throw it overboard and go back to conditions existing before. There was talk from such quarters of a lack of accommodations in the hulls of racing boats produced last year and also criticisms of the performances of these craft in a heavy sea, both of which are unwarranted by facts. It has been demonstrated, for instance, that the harder the weather the better the sloop Effort was suited. All indications were that she could stand any sort of condition.

"The criticism of the shorter and sharper bows of the boats of the new type compared with the increased displacement is set aside when one considers that the old ocean racers such as the Coronet, Dauntless, Henrietta, Fleetwing and others were built with hollow ground bows, thus giving precedent for later boats. So far as rough weather is concerned, consider the performance in the King's cup race of the Effort, Queen and Elmina and compare them with the rest o

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that race. Consider the superb races of the Queen and Elmina for the D. G. Reid cup in the series off Sandy Hook last September. Nothing could have been more effective in the way of illustrating the merits of the rule under which they were built."

Charles D. Mower writes of the Class Q boats as having thoroughly demonstrated how well the rule has worked. He says: "The Class Q boats up to the present time have been most satisfactory, as a very good type of racing boat has been produced by the designers who have built for the class, and in form of hull, rig and construction there is little to merit unfavorable criticism, as the boats are all cleancut little racers, fast in all weathers and fine sea boats." Mr. Mower points out that builders may try to skimp in construction, but the proposed scantling rules will regulate that. He says:

"The rule must be considered a good one, as every new boat which has be a built under it is of the general form and type the framers of the rule intended to encourage, and as yet no designer has shown that he has found a way of beating the rule. The chances of the rule are so remote that there is no encouragement to try the experiment. The only real objection to the rule is the practical difficulty of obtaining with accuracy the factors of measurement. As yet no great amount of difficulty has been encountered, but where important and valuable cups are being offered and raced for on time allowance, exactness of measurement is very essential, and it is certain that the owners of racing boats will insist upon accurate measurement of hull instead of a mere accept tance on faith of figures furnished by the designer, as is now generally done."

Thomas of Canada Outplays Tom Gal lagher in First Block of Points. Max Thomas, a Canadian professional who

had not disclosed his talents in New York before, and Tom Gallagher began a 1,200 point match of 18:2 balk line at Daly's Academy last night. Thomas was the winner of the first block of points by a score of 400 to 291. Thomas showed himself to be a clever all around player, with a solid stroke with both but has a good idea of position. He is a free,

but has a good idea of position. He is a free, wide player, but nursed neatly in one inning, his seventeenth, when he ran 70. He was more consistent on ball to ball caroms than at cushions, but was no slouch at the latter. He and Gallagher had a nip and tuck time of it, the lead changing frequently. Thomas led into the second and third strings, though he was passed by Gallagher in the third. He did some smart work on masses.

The Montreal man went into the fourth string in the lead, however. He knocked out 42 counts in even, rapid fashion. Once in the final hundred Thomas hit up the clip and went out quickly, with bunches of 42, 33 and 41. The score:

Thomas—7. 8, 8, 8, 3, 22, 9, 19, 29, 8, 1, 0, 3, 11, 7, 23, 70, 4, 0, 29, 1, 2, 2, 18, 1, 0, 42, 33, 8, 0, 41. Total, 400. Average, 12 28-31. High runs, 70, 42, 41. Gallagher—19, 3, 14, 14, 18, 8, 0, 0, 0, 8, 25, 5, 5, 12, 23, 0, 14, 6, 9, 9, 17, 0, 31, 7, 37, 0, 2, 5, 1, 1. Total, 291. Average, 9 21-30. High runs, 73, 31, 25. A definite date has been fixed for the Sutton—

A definite date has been fixed for the Sutton-Morningstar match for the 18:2 championship. It will be played in Orchestra Hall, Chicago, on January 21. Morningstar, when he reaches Chicago, will practise with Calvin

FLAG TO FLAG RACE.

Power Beats to Run From Miami to Nassau

Bahamas, has announced that arrangements have been completed at Nassau for the reception of the international motor boat race known as the "Flag to Flag." Miami, Fla., to Nassau, N. P. A meeting was held on December 15 at the Government House, Nassau, over which Sir William Gray-Wilson presided, to arrange some of the details for the reception of the big race and the motor boat and sailing regatta which will be given at Nassau February 11 and 12.

at Nassau February 11 and 12.

The committee in charge of the regatta reported that they had received a cablegram from the New York representative of the "Flag to Flag" race, stating that the United States Navy Department had agreed to furnisha war vessel for the purpose of escort to the race, and that the Navy Department would make a critical study of the work of the motor boats in the 180 mile race from Miami to Nassau.

Sir O. D. Malcolm, Chief Justice of the Bahamas, spoke in favor of the regatta, and Commander F. J. Lobb of the Royal Navy was made chairman of the regatta committee, of which committee the Hon. S. A. Fraser, R. W. Sawyer, R. H. Curry, Frank Holmes, E. P. Solomon and A. P. Crawford are the other members. A large subscription to the regatta fund was made, it being headed by Justice.

It is proposed to start the big race at Miami

Justice.

It is proposed to start the big race at Miami February 8, on the completion of the Paim Beach motor boat tournament, and it is expected that the entries of the high powered boats at Palm Beach will be available for the international race.

a former baseball pitcher, died at his home here this morning, aged 49. He was formerly well known in base ball circles, and for three years was pitcher for the Brooklyns of the years was pitcher for the Brooklyns of the Mational League. Porter first became prom-inent in baseball in 1880. He pitched for the Bay City team in 1885, and was signed for the next season by Miwaukee, and went from there to Brooklyn. After leaving the Na-tional League Porter pitched for one season for Kansas City.

Naval Academy Fencing Dates. ANNAPOLIS, Md., Dect 31.-Manager L. H. Austin has arranged the dates of the contests of the Naval Academy fencing team for the coming season. All of the dual bouts for the coming season. All of the dual bouts will be held at the Academy and the tournament will be held in New York, as usual. The schedule is:

January 5, Philadelphia Fencers Club:12, New York Turn Verein: February 16, Melrose Turn Verein of New York: 22. Columbia University: 23. University of Pennsylvania; March 9. Cornell University: 29 and 30, tournament of the Intercollegiate Fencing Association in New York city.

Nine Noted Turfmen Died Last Year. LEXINGTON, Ky., Dec. 31.-Nine turfmen died during the last year. They are Major D. M. Thomas, Gus Strausse, Capt. S. S. Brown, Gen. Headley, Col. James E. Pepper, Charles F. McMackin, J. D. McDonald, B. Smith Gentry and A. J. Cassatt. Of this number six were natives of Kentucky, while the three others were Eastern millionaires, who had only their thoroughbred interests here.

Lancaster Baseball Team Not Anxious for Protection.

Lancaster, Pa., Dec. 31.—The Lancaster Tri-State League team directors, following action of the Williamsport team, to-day decided to take protection only if given in class A and if privileged to retain players aiready aigned, some of whom, including Manager F. J. Crolius, jumped from the big leagues. Sentiment here favors maintaining the outlaw league.

7-20-4

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Met ropolitan Association to Publish a

Year Book. PINEHUEST, N. C., Dec. 31.-The annual holiday week golf tournament ended to-day first division or president's cup between T. E. Lippy of Seattle, Wash., Country Club and David Fleming of the Mount Airy Country Club, Philadelphia, being the feature of the

Mr. Lippy was 5 down at the end of the morning round, and the Philadelphian maintained his lead to the thirtieth hole. From this point, however, the Westerner rallied, winning every remaining hole in the thirty-fifth, which was halved, and tying the score on the thirty-sixth green. The thirty-seventh hole was halved in par, Fleming meeting with trouble on the thirty-eighth by a poor brassie and an approach into the sandpit, giving Lippy two for a win on an easy put.

Another close match was for the third division trophy, which W. K. Stone of Atlanta won on the thirty-sixth green by 1 up, de-The second division trophy went to T. T. Watson of Buenos Ayres, who defeated Ful-

ton Colville of Atlanta, 3 and 2.
W. O. Johnson of New York won the division consolation from Dr. Frank Holland of Atlanta, by 3 and 6; Clarence Angier of Atlanta the second, from John C. Roe of El-mira, by 4 and 2. S. L. Stix of New York, the third, from W. L. Murphy of Pittsburg, by

tary's and treasurer's cups for the division winners, sterling cups for the runnersup in the first division, and the winner of the first division consolation, and silver medals to division runnersup and consolation division

New Year's is a home day for the golfers but if the weather permits there will be informal play to-day at many of the clubs, Garden City, Dunwoodie, Lakewood and Dyker Meadow members have announced fixtures. But all depends on the weather,

Secretary Calkins is to prepare a year book for the Metropolitan Golf Association. It will contain a summary of the champion-ship tournaments from the start, lists of the present and past officers and committees, besides the clubs in membership. It will be published every spring and should be a valuable book. Year books are published by the Western Golf Association, Massachusetts Golf Association and similar organizations, but the M. G. A. has been slow to undertake the task until the increase of the dues to \$15 at the annual meeting gave the committee some surplus funds.

In Whitaker's Almanack for 1907 it is stated that "the British golf year of 1996 was the most satisfactory in the annals of the game. The increase in the number of courses, clubs and players was little short of phenomenal, and at the season's close there was every indication that the forward movement had by no means ceased. Experts claim that in England alone there are now about 2,000 clubs and over 300,000 golfers, while the amount of money spent on the game during the year was put down at something like four millions.

The semi-finals and finals in the interscholastic Substitute Golf" tournament at Wanamaker's were played yesterday. In the semi-finals Mott beat Callaghan 1 up, 19 holes; Hobby beat Swackhamer 1 up. In the second sixteen Wise beat Marks, 3 and 2: Eyer beat Johnson, 2 and 1. In the third sixteen Farton beat Baruth, 2 up; Reilly beat Wyeth, 2 up.

In the finals Amos K. Hobby of the Brooklyn Manual Training School beat Mott, 3 and 1, 36 holes, for the first prize of the tournament. John L. Mott of the Blair Academy Blairstown, N. J., won a handsome silver cup as runnerup. Heabert A. Wise of the De Witt Clinton High School beat Eyer, 4 up and 3 to play, 36 holes; James H. Reilly of the Stuyvesant High School beat Barton, 6 and 3, 36 holes. The runnerup of the Second and third sixteens also received prizes.

Miller's World Record of 387 Winners SAN FRANCISCO, Dec. 31.-When W. Miller piloted Nonie Lucille to victory to-day it for the year of 1906, which is a world's record that is liable to stand for many long years. In 1804 Hildebrand piloted 297 winners, which was the record until this year. * Jockey Sandy distinguished himself by riding three winners.